

## EMERGENCY RESPONSE TRIP REPORT

**FACILITY NAME:** Luis Munoz Marin International Airport Emergency Response.  
DCN No.: RST 2 - 02 - F - 1078  
TDD No.: TO-0013-0086

**EPA SITE I.D. NO.:** N/A

**RESPONSE DATE:** August 25, 2009

**1. Site Location:** Luis Munoz Marin International Airport, American Airlines  
Departure Terminal (Refer to Attachment A, Figure 1)

**3. Site Location and Descriptions:** Refer to Attachment A, Figure 1 and Attachment B,  
Photo documentation Log.

#### 4. On-Site Personnel:

<u>Name</u>	<u>Representing</u>	<u>Duties on Site</u>
Geoffrey Garrison	U. S. EPA	On-Scene Coordinator
Carlos Huertas	Region II RST 2	Site Documentation and Photo- Documentation
Genaro Torres	PREQB	Scene Coordinator, Air Monitoring
Ernesto Rosario	PREQB	Air Monitoring
Yolanda Martinez	PREQB	Site Documentation and Photo - Documentation
SGT. Jennifer Torres	CST	Air Monitoring (First Entry)
SGT. Jose De Jesus	CST	Air Monitoring (First Entry)
SFC. Carlos Vazquez	CST	Sample Collection
SGT. Noel Matos	CST	Sample Collection
Edgardo Tormos	Indutech	Scene Coordinator
Luis A. Maldonado	Indutech	Site Project Manager
Ismael Olivera	Indutech	Hazmat Supervisor
Luis A. Padilla	Indutech	Hazmat technician
Alfredo Ramos	Indutech	Hazmat technician

#### 5. Emergency Response Summary:

On August 24, 2009, the Removal Support Team 2 (RST 2) was activated by the United States Environmental Protection Agency (USEPA) to respond to an emergency response at the Luis Munoz Marin International Airport (SJU), in Carolina, PR. The response consisted of a release of mercury from luggage being screened in the American Airlines' (AA) departure terminal section of the airport.

Initially, at 0850 hours Transportation Security Administration (TSA) personnel identified two items in a passenger's luggage containing a substance believed to be mercury. In a precautionary response, a safe radius zone was established 50-meters from the luggage screening area. Following notification

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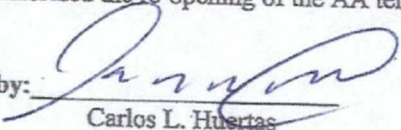
to the airport's administration, the terminal was evacuated due to the substance not being properly identified.

The Federal Bureau of Investigation (FBI) activated the Civil Support Team (CST) and along with the Puerto Rico Environmental Quality Board (PREQB) emergency response personnel made the first entry into the Hot Zone. The CST utilized an ICAM in order to examine the luggage, a Muti-RAE for air screening to determine safe levels, and a VDR2 to identify radiation levels. The PREQB utilized a Lumex and a Jerome to conduct air monitoring for mercury. Using the Lumex, readings exceeded 50,000 nanograms per cubic meter were detected inside the luggage. Concentrations of 32 and 111 nanograms per cubic meter were determined as the background and AA's terminal atmosphere readings respectively.

In follow-up to a request from the FBI, around 1515 hours CST entered the Hot Zone to collect samples. AA contracted Indutech Environmental Services to conduct removal and cleanup activities. From the information obtained from their entry into the hot zone, Indutech personnel stated that the substance percolated from the suitcase on to the stainless steel table where it was inspected. The two suitcases were placed in double poly bags and over packed in an 85-gallon plastic drum. The FBI took custody of the suitcases. The contaminated table was decontaminated and removed from the area by Indutech personnel.

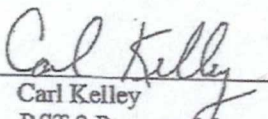
To confirm that the area was properly cleaned and that the suspected material was removed, PREQB personnel entered the Hot Zone at 18:20; concentrations of 365 nanograms per cubic meter were detected. Jenaro Torres, PREQB Emergency Response Department Director, determined the levels were acceptable and authorized the re-opening of the AA terminal.

6. Report Prepared by:

  
Carlos L. Huertas  
RST 2 Environmental Engineer

Date: 09/01/09

Report Reviewed by:

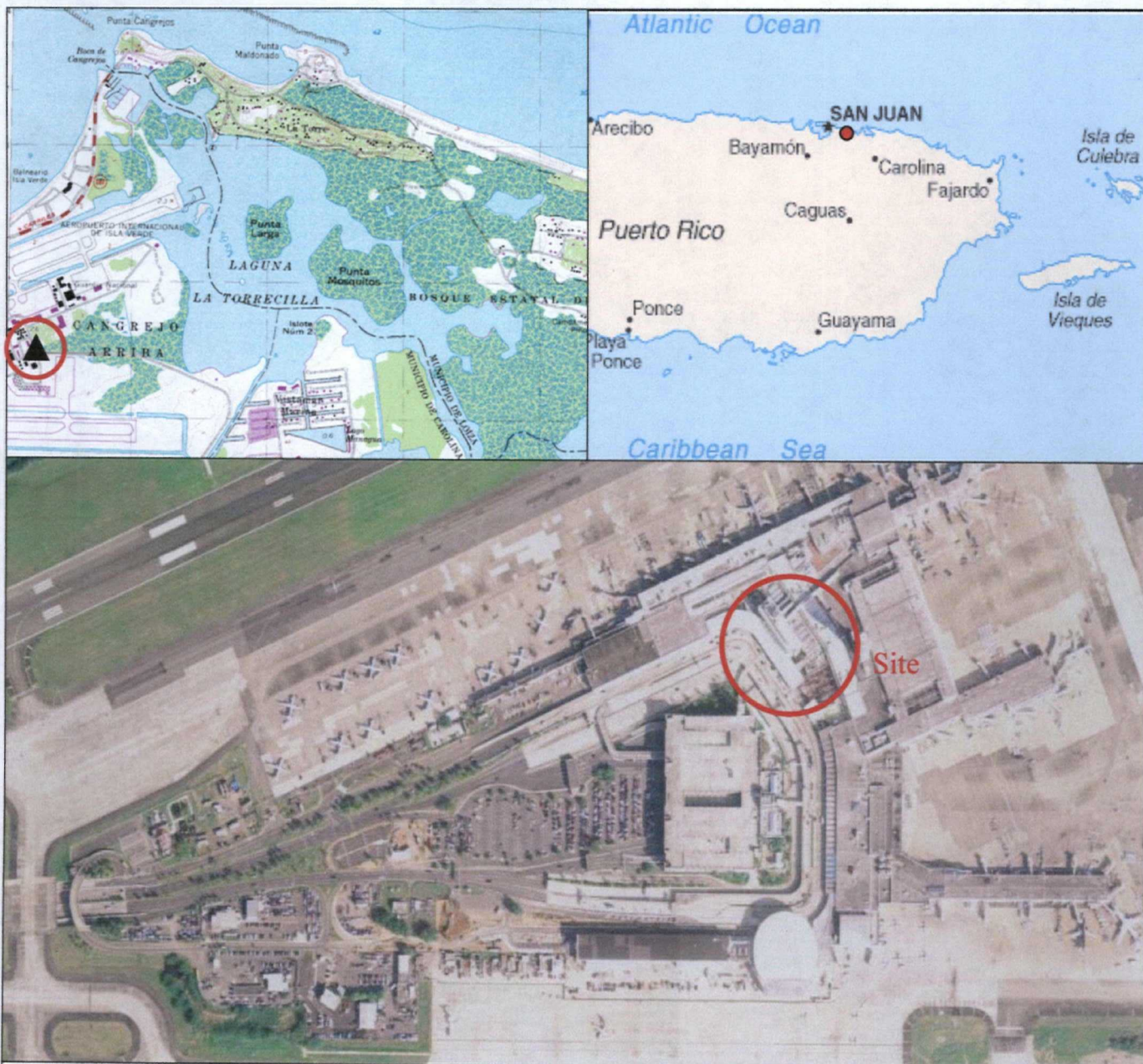
  
Carl Kelley  
RST 2 Program Manager

Date: 1 Sep 2009

## **ATTACHMENT A**

### **Site and Sample Location Overview Map**





## Legend

▲ Emergency Response



Weston Solutions, Inc

In Association With  
Innovative Technical Solutions, Inc.,  
Scientific and Environmental Associates, Inc.  
and Avatar Environmental, LLC.

## Figure 1: Site Location Overview Maps

Luis Munoz Marin International Airport  
Emergency Response  
Carolina, Puerto Rico

U. S. Environmental Protection Agency  
Removal Support Team 2  
Contract # EP-W-06-072

EPA OSC:

GEOFFREY GARRISON

RST 2 SPM:

CARLOS HUERTAS



## **ATTACHMENT B**

### **Photographic Documentation Log**

**Emergency Response – Luis Munoz Marin International Airport Emergency Response  
Photographic Documentation Log  
08/24/2009**



Photograph One: August 25, 2009, at 1255 hours; partial view of the American Airlines Terminal. The access was restricted, only emergency response personnel were allowed.



Photograph two: August 25, 2009, 1811 hours; partial view of decontamination area staged at the entrance to the terminal.



**Emergency Response – Luis Munoz Marin International Airport Emergency Response  
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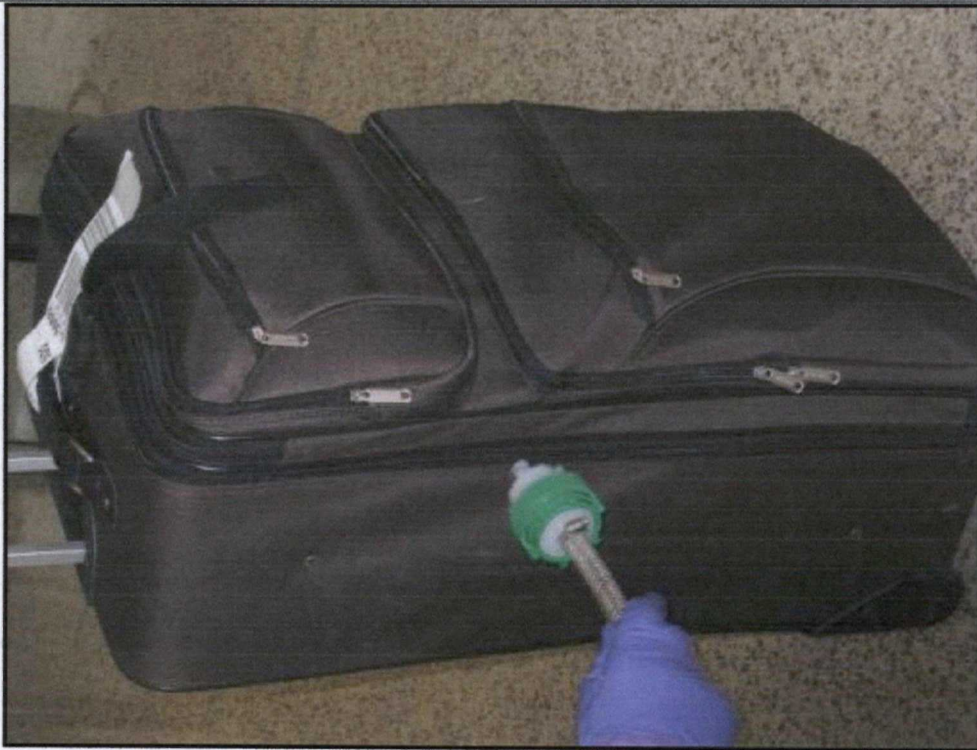
Photograph Three: August 25, 2009, photo provided by CST. View inside of the terminal.



Photograph Four: August 25, 2009, photo provided by CST. View of the suitcase containing the suspected substance.



**Emergency Response – Luis Munoz Marin International Airport Emergency Response  
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Photograph Five: August 25, 2009, photo provided by CST. No readings were obtained from an additional suitcase belonging to passenger.



Photograph Six: August 25, 2009 at 1828 hours, Indutech Environmental Services was contracted by American Airlines to conduct containment and clean-up operations.



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Photograph Seven: August 25, 2009 at 1829 hours, both suitcases were placed separately into double poly bags. The yellow bag contained the suitcase where the Mercury was contained.



Photograph Eight: August 25, 2009 at 1834 hours, the stainless steel table where the mercury was spilled was also decontaminated on site and wrapped for disposal.



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Photograph Nine: August 25, 2009 at 1858 hours, the suitcase containing the mercury was over packed. No readings were obtained with the LUMEX outside the over pack. The FBI took custody of the suitcase for investigation.



Photograph Ten: August 25, 2009 at 1927 hours, the American Airlines terminal was re-opened.